

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)
SUBJECT Miscellaneous Reichsbahn Information

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SUPPLEMENT TO REPORT NO.

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1. The President of the Reichsbahn, Willi Kreikemeyer, entered a sanitarium on 20 July 1950 in Berlin-Buch. He is reported to be there to recover from heart, gall and liver ailments. *
2. Frau Herta Press, the SED party secretary working inside the Reichsbahn general headquarters, has had a serious misunderstanding with President Kreikemeyer. As a result she has been transferred to Mitrona.
3. Fnu Krenn of the traffic department resigned his position to take a better-paying one as a director of the transportation firm of Schenker & Co. Krenn was the successor of Dr. Johannes Schultz, who likewise resigned some months ago. Krenn had been regarded as a loyal party man in the SED and was released from his position with the Reichsbahn reluctantly.
4. On 13 July 1950 a meeting of around 200 transport officials was held at the Reichsbahn general headquarters. It was called a 500-kilometer conference because the purpose of the meeting was to discuss ways and means for extra heavy freight trains from 1,200 to 2,400 tons to make a run of 500 kilometers without having to stop for fuel or water. Most of the officials attending were men from traffic and locomotive maintenance services.
5. During the week of 31 July 1950 to 5 August 1950 all tank cars in the Soviet Zone were ordered to be counted twice and prepared for dispatch to Halle. No explanation was immediately available.
6. Arriving regularly from Dusseldorf are heavy cars, 18 meters long and capable of carrying 40 tons, loaded with steel round, reinforcing steel for concrete, and steel wire, consigned to the firm of Wendschlag und Pohl in Berlin. This firm has its main office in Berlin-C 2, Neue Konig, Strasse 60 in the Soviet Sector of the city, and has a branch in Berlin-NW 40 Heide Strasse 21 in the Western Sectors. The waybills for the steel shipments call for delivery at Berlin-Moabit in the British

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Sector. From Mosbit the Reichsbahn picks up these cars and shunts them to Rummelsburg in the Soviet Sector. This movement is kept quiet, and freight charges averaging DM-680 per car are collected in East marks by the Reichsbahn in Rummelsburg. From Rummelsburg some cars go to Rüdersdorf, to the Transformer Works Schöneeweide, and to Poland. The consignee expects to receive around 700 cars in this manner or about 28,000 tons.

7. Reichsbahn income from interzonal traffic has increased about 40% during the month of July 1950 over the previous month.

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* ~~CONFIDENTIAL~~ Comment: According to a press report of 2 September 1950, Kreikemeyer was among the Russian Zone officials who were removed from office under the purge.